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Wished Just and Lasting Peace

Envoys Were Eager for Enduring
Treaty Once Difficulty Was
Removed.

Japan's a Great Moral Victory Russia's a Diplomatic One.

Washington, Aug. 29.—News of the agreement of the peace plenipotentiaries at Portsmouth was received here with surprise, for while the official mind had in a measure been prepared for a successful outcome of the conference by the statements contained in the Associated Press despatches from Portsmouth last night, no such speedy action was anticipated.

The state department realizes a great victory in having secured beyond any question the open door in Manchuria. The territorial integrity of China seems also assured, and with the restoration of the vast Manchurian provinces to the control of the present Emperor of China, and the Dvagar Empire, it is felt here that there is an end for all time of insidious foreign aggressions upon Chinese soil.

Articles 10 and 11 (interned warships and the limitation of Russian sea-power in the Far East) were withdrawn. Japan agreed that only that portion of the Chinese Eastern railway south of Chanto, the position occupied by Oyama, should be ceded to Japan. Both sides, once the deadlock was broken, wanted a

"Just and Lasting Peace"

and in that respect it was decided to practically neutralize Sakhalin, each country binding itself not to fortify its half of the island, and Japan assuming an obligation not to fortify La Perouse strait, between Sakhalin and Hokkaido, which would bar Russia's commercial route to the Pacific.

The plenipotentiaries further decided to add a new clause in the nature of a broad provision for mutual commercial privileges by which each country will secure for the other the benefit of the "most favored nation" clause and the "open door."

The new treaty therefore, will be a wonderfully friendly document, of a character almost to raise the suspicion that the two countries have not negotiated peace, but have concluded the basis of a future alliance. There is, however, no evidence, as rumored, that any secret clauses are to be appended to the present treaty.

A Moral Victory.

Berlin, Aug. 29.—Japan has won a great moral victory. Russia, a great diplomatic one, and President Roosevelt has become the first figure in international statesmanship. That is what Berlin thinks of the result at Portsmouth.

The foreign office says unreservedly that without the President's personal exertions, supported by his unique position and the power of the United States, peace would not have been attained, and that Germany and the whole world will benefit by the statesmanship shown by the Washington government.

Roosevelt's Noble Initiative

Paris, Aug. 29.—The unwavering conviction of France that President Roosevelt's noble initiative would culminate in peace has received its reward. The news of the successful termination of the conference at Portsmouth, which was first made known through the Associated Press bulletin, produced a profound impression when it was communicated to the members of the diplomatic corps and the high officials of the government, who unanimously expressed the keenest satisfaction that the heavy strain and anxiety had been removed, and President Roosevelt's unrelenting persistency was generally considered to have been the main factor in bringing about the happy results.

American, Russian and French officials displayed jubilation, while Japanese diplomats maintained their usual imperturbability regarding the event, stating that it had been expected. All, however, rejoiced that the disastrous

war had been brought to a close with undoubted benefit, not only to Russia and Japan, but to the world.

London Papers Astonished

London, Aug. 30.—The result of the peace conference at Portsmouth will not be generally known in London and other parts of England until this morning. The bare announcement that the plenipotentiaries had reached an accord on all points appeared in the very last editions of the evening papers, and the terms will reach the public for the first time through this morning's papers. All persons prominent in political circles are out of town, and therefore it is impossible to obtain anything like a consensus of public opinion other than as represented by the leading morning newspapers.

The morning papers, while sharing the astonishment of the public at large at the unexpected nature of the peace terms, accord the

Greatest Praise to Japan

for having chosen so magnanimous a course. It is contended that by waiving the question of indemnity Japan might justly claim the title of the island of the East, and that therefore the return of half of the island is a concession made entirely in the interests of peace. All the papers express gratitude to President Roosevelt and admiration of his unflinching, giving him full credit for being "the one man who made peace possible."

English papers, which have been strongly pro-Japanese throughout the negotiations, express disappointment at Japan's failure to be reimbursed for the expenses of the war. At the same time several of them admit that she perhaps has chosen the

Wiser and More Businesslike course. The Daily Graphic, commenting on Japan's extraordinary magnanimity, considers that "coming from a victorious power on the eve of further victories, such concessions point to a higher code of ethics than that which prevails in any of the European nations, and to a deeper appreciation of the causes that make nations really great. Whether her magnanimity will prove costly in the future it is impossible to say, but in any case Japan secures the respect of the world, and that is an asset which may perhaps yet prove more valuable than many fortresses."

St. Petersburg, Aug. 30.—The Associated Press despatches from Portsmouth brought the first news of the peace conference. It came as an electric surprise, as official and diplomatic circles had been practically without hopes of a peaceful issue of the negotiations. The news became known to only a comparatively few persons up to midnight, outside of the diplomatic circles, among a few officials and in the newspaper offices, and consequently there was no expression of public feeling. At this hour there is absolutely nothing to indicate even to a close observer that the eighteen months of war is at an end.

A rumor current last night that Emperor Nicholas had expressed his willingness to cede the southern part of the island of Sakhalin aroused indignant editorial expressions in the leading papers of St. Petersburg, where both the conservative and liberal organizations this morning in more or less veiled editorials expressed dissatisfaction with the Emperor if he fails to keep his word not to accept a disgraceful peace. Any concessions to Japan, either in money or territory, according to these papers, would constitute a serious menace to the monarchy. If the army is in good fighting trim, it was added, it would be dangerous to bring them back without giving them a chance to vindicate themselves. This note in the press is not moderate in tone, but the fact that it even touched upon is significant. It is the breaking of the comparative silence which, considering the loyalty of the press and society to ancient institutions and traditions, is in some quarters considered ominous.

Pacific Coast Happenings

(Continued from Page One)

health officers be directed for some time to come.

Los Angeles, Aug. 29.—One man was killed and eleven people hurt when an electric car on the Los Angeles Pacific Railroad Company's line ran away from the motorhouse this morning at a terrific speed down the grade, leaving the rails at San Francisco street and turning completely over. William D. Irwin is dead as a result. When the car left the track it struck a small wagon, sending the driver to the ground.

Berkeley, Cal., Aug. 29.—Samuel S. Johnson, a millionaire lumber man of Minneapolis, is dead here from Bright's disease, despite the efforts of specialists brought from New York, Chicago and his home city. Mr. Johnson was born in Canada in 1857.

Portland, Aug. 29.—Fire last night originating in the grocery store of Kertz & Young, Front street, destroyed that place, Sigel's junk shop and Renke's livery stable, causing \$14,000 loss.

Bellingham, Aug. 29.—This week it is expected that the work of securing signatures of the shingle manufacturers of Whatcom county to the agreement to close down for three months this winter will be completed.

Members of the committee in charge of the work are greatly pleased at the outlook for success. They anticipate that fully 95 per cent. of the mills will sign the agreement, and say there is no question about the close-down becoming effective.

Butte, Mont., Aug. 29.—A coroner's jury has returned a verdict in connection with the collision between a street car and a Butte, Anaconda & Pacific freight car on August 29, in which 18 persons lost their lives and a score of others were injured. According to the verdict the railroad company had failed to install gates at the crossing and the city council was held negligent for failing to compel the railroad to put in the gate.

Coal Lands of Queen Charlotte

Man Who Discovered Them Tells
of Their Location and
Extent.

W.A. Robertson the Pioneer Prospector Gives an Interesting Interview.

W. A. Robertson, the pioneer prospector, well known throughout this province, more especially in connection with the Queen Charlotte Islands group, was interviewed yesterday by a Colonist reporter with regard to the locale of the recent big deal in coal lands upon those islands and the genesis of the discovery. He said:

"I went prospecting to the Queen Charlotte Islands in 1885 with Jas. Shields. We went first to Masset Inlet, on Graham Island, where we did some exploration work for the government on what is known as the Masset peninsula. After that we decided to go through the centre of the island and traveled up the Yajoun river in a light canoe, which we were able to pull over the drift piles. We followed that up finally to its source in the Yajoun lake. As soon as we got into the river, however, we found specimens of float coal and this we followed to where the river branches about ten miles from the coast and six miles from its source to a place now known as Camp Wilson, where we discovered the origin of the float coal in a fifteen-foot coal seam.

"After locating this we proceeded up the Yajoun lake. We prospected round the lake and found indications of anthracite. We then crossed the mountains to what is called the Cowgates mine, better known as the old anthracite mine, at Skittagat Inlet, on the island which divides Graham from Moresby Island. From there we went to Gold harbor on the West Coast, where gold was discovered many years before by the Indians and what was said to have been worked by the Hudson's Bay Company. We did not find any gold, however, nor did we spend much time in seeking it, but continued our prospecting to Gunstream Inlet on the way back. Here we found some indications of coal, but in a much disturbed stratum and with no visible outcrop.

"The following year Mr. Shields put in a time from Skittagat Inlet to Camp Wilson and did some little development work, also putting up a building or two.

"The year following I went up alone and discovered the coal field around Camp Robertson, where the prospect proved very good, showing two fine veins of very good coal. Little work was done upon it for, as I have said, I was alone and needed assistance and other facilities for such work.

Careful Survey Made

"The next year, however, I went back with a party, including a mineralogist and geologist, Sir James Parkinson by name, who made a careful survey of the coal field and gave an excellent report of it. We therefore cut a trail from Skittagat Inlet and built a good cabin and also did a little work on the coal seam, just enough to verify the report; and this was as much as could be done before the season closed in.

"In 1892 I went up in the spring, having with me a mining engineer, H. Parish by name, and a strong party of workmen. Under his superintendence, both at Camp Robertson and Camp Wilson there was a good bit of work put in. Altogether about \$7,000 worth of coal was worked, and was done on the property, and this was rapidly prosecuted until the end of the season.

"For several years since then we have had more experts in and have done some more development work off and on, but chiefly in cutting trails, building roads, sinking shafts and putting in tunnels, surveying the land, etc.

"Several parties have since attempted to purchase the property, which is about 30,000 acres in extent, held by different owners. One prospective purchaser put up \$5,000 as forfeit and owing to a period of great depression he could not come up to time and consequently lost his money.

"All this time we have been paying heavy taxes to the government, which, in the course of years, have accumulated to a very considerable sum.

"In addition to coal, there is a great deal of very good timber on the land, of which yellow cedar or yprax, red cedar, hemlock and spruce are the prevailing descriptions.

Much Good Land

"A great deal of the land is of very good quality, with, however, a considerable amount of bogs, some of which yield good peat; whilst the other, that is, the majority, are only thin bogs covered thickly with cranberry bushes.

"All over Graham Island there is plenty of good land suitable for cultivation and covered with luxuriant vegetation. Salmonberries, blueberries and huckleberries grow there in profusion, and the timothy grass in places reaches a height of as much as six feet.

"Mr. Tennant's garden at Skittagat Inlet, the various kinds of small fruit grow to great perfection—raspberries, currants (red and black), gooseberries that I saw there were far superior to anything grown in New Zealand.

"Even now in its wild state the country is splendid for stockraising, as, owing to the moist atmosphere, there is always food in great plenty. It is also a magnificent country for raising root crops, for the soil is rich and specimens of turnips, carrots and vegetables grown there by Mr. Tennant are of the finest description. The late Dr. Tolmie also told me that the oats grown at the Hudson's Bay Company's post at Masset were superior to anything he had ever seen.

"The only chart of these islands is the chart of Capt. Pender, R.N., representing a survey of Skittagat Inlet, which is mostly a partial survey and is not complete. The rest of the coast is entirely unsurveyed and a proper survey is the first thing needed, and it will have to be made before ships of any size could venture to navigate those waters. Lightships also will have to be erected on one or two points at least to secure safety of navigation.

Railroad Is Required

For the purpose of developing the coal fields a railway will need to be built to at least two of the harbors, of which one may say there are three—Skittagat, Reynold's Sound and Masset. Skittagat is on the coast, Masset on the north and Reynold's Sound on the western coast. By rights there should be for the purpose of tapping these coal fields a railway each way, running east and west. Probably the route through the about forty miles in all, but further development has yet to show where the greatest body of coal lies before the exact direction of the railway can be located or the length approximately determined, which would be required in order to commence the practical working of the mines.

"As regards climate, it is moister than it is here, and there is no summer drought, as is the case further east. The winter snows are not heavy except on the mountains, and it is fairly mild all the year round, colder in summer, but not colder in winter than the climate of Victoria, although the rainfall is greater.

"Touching the game on the island, Deer were placed there over 20 years ago by the Hudson's Bay Company, but little has been seen of them since, although the Indians report having seen numerous deer tracks in certain localities, some of which I have seen myself in recent years, so that it is impossible they can have died out, as some people

say there are no wolves or panthers to harm them. There are plenty of bear and blue grouse also are plentiful, and as regards fish the waters, both fresh and salt, are simply teeming with them. The lakes and rivers are full of trout and the sea all manner of fish.

"The Indians on the island are not numerous, perhaps 500 in all. They live chiefly by salmon and halibut fishing and by the manufacture of oil from the dogfish, which oil they sell to the oil works, of which there are or were two on the coast of Skittagat Inlet.

"The purchasers of this property have got a big undertaking in hand, which will require much capital and much energy, but on the other hand they have the best coal on the coast, according to the verdict of both English and American experts, one of whom was Prof. McCoy. They have good timber and the best of land."

NEWCASTLE'S COUSIN WEDS.

Cousin of the Duke Married to Miss Russell Yesterday.

Watertown, Miss., Aug. 29.—Miss Harriett Russell, daughter of the late Justice Leslie W. Russell, and Nigel Campbell, cousin of the Duke of Newcastle of Scotland, were married at Canton today.

MINERS DECLINE
PROFFERED ADVISE

Nainimo Workers Deem Personal Arrangement With Company Best.

From Our Own Correspondent.

Nainimo, Aug. 29.—Mr. Hawthornthwaite today received a reply from the United Mine Workers in answer to his proposal recently of a conference composed of representatives of the company, the miners and a member of the provincial government. The reply states that the United Mine Workers had decided not to accept the conference as proposed as a committee is now in conference with the company. Mr. Hawthornthwaite says that Mr. Stockett seemed to think it preferable also that the trouble be settled without the intervention of the government and by direct dealings with the miners.

This being the case Mr. Hawthornthwaite considers there would be no advantage in pressing his proposal and has strong hopes of an early settlement now that the ice is broken and the intervention of the government and by direct dealings with the miners.

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Automobile Collides With Street Car

Vehicle Wrecked at Vancouver and the Occupants are Injured.

From Our Own Correspondent.

Vancouver, Aug. 29.—What came near being a fatal accident took place on Westminster avenue this evening, when a Robson street car bound down hill ran into a motor car, smashing the vehicle and hurling its occupants on to the track. Mr. F. R. Stewart, of the wholesale commission firm of F. R. Stewart & Co., and Harry A. Edgett, of the grocery firm of H. A. Edgett & Co., were in the automobile, but the former escaped without a scratch, while Mr. Edgett alighted on his head. His injuries are somewhat severe, but not serious.

The collision occurred just after 9 o'clock at the corner of Lansdowne and Westminster avenues, half way down the hill. The motor vehicle was crossing the track when the street car struck it, turning it over and smashing it, while Stewart and Edgett were thrown some distance. The street car was little injured, but it and succeeding cars were held until the result of the accident was known, and as a consequence the street car service on the main line was demoralized for a considerable time.

Mr. Stewart, on being interviewed, said they had miscalculated the rate at which the car was coming. They thought they had plenty of time to get across the track.

The motor car was smashed into a heap of brass, steel and splinters. No blame attaches to the motorman.

ATLANTIC LINER LAUNCHED.

A New Hamburg-American Steamer Takes the Water.

Stettin, Prussia, Aug. 29.—The new Hamburg-American line steamer Kaiser in Auguste Victoria was launched today. The German Empress breaking a bottle of champagne on her bow. Emperor William and a large following were present. The Kaiser's Victoria is 700 feet long, and it is estimated will have a speed of 18 knots per hour.

NESTLE'S FOOD.

Nestle's Food protects baby against colic, cholera infantum and the like of the "summer" babies. Physicians say that Nestle's Food babies are so nourished that Hot Weather can't affect them. Baby's health depends on baby's food. Nestle's Food makes healthy babies. Sample (enough for 8 meals) sent free on request. THE LEEHING, MILES CO., Limited, Montreal.

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Government Creamery Butter, per lb. 25c.
B. C. Granulated Sugar, 20 lbs.\$1.25
Schilling's Best Tea, per lb. 60c.
Heintz Sweet Pickles, per pint 20c.
Canned Peas, 3 for 25c.

CARNE'S CASH GROCERY,
Cor. Yates & Broad. 'Phone 588.

BORN

LILLEY—At Crofton, B. C., August 29, 1905, the wife of G. W. Lilley, of a son.

VICE-REGAL PARTY ARRIVES.

Governor-General and Sir Wilfrid Laurier at Winnipeg.

Winnipeg, Aug. 29.—The vice-regal and government parties en route to attend the Alberta inauguration ceremonies at Edmonton on Friday passed through Winnipeg tonight on the C.P.R. Imperial Limited. His Excellency Earl Grey was welcomed by Sir Daniel McMillan, lieutenant-governor, and several members of parliament and prominent politicians called on Sir Wilfrid Laurier in his car during their brief stay here. Lady Grey remains here a few days the guest of Sir Daniel and Lady McMillan at Government House.

Is Prompt and Pleasant.

The prompt results produced by Chamberlain's Colic, Cholera and Diarrhoea Remedy together with its pleasant taste have won for it a place in many households. Mr. W. T. Taylor, a merchant of Winslow, Ariz., writes: "I have used Chamberlain's Colic, Cholera and Diarrhoea Remedy myself and also with me on my place, for diarrhoea and colic, and it always gives relief promptly and pleasantly." For sale by all druggists.

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European Chef. Excellent Service. Fine Wines.

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WHERE Are You Going to Spend Your Holiday? Why, North Saanich Hotel!

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GOLDSTREAM HOTEL

Victoria, B. C., Aug. 11th, 1905.

J. R. Downes, Esq., Goldstream, B. C.

Dear Sir—On behalf of the Methodist Church Choir, I beg to thank you for the very excellent way which you catered for our Annual Picnic on Wednesday, the 9th inst.

It was certainly a most delightful day, and the success of the event was in no small degree due to your kind hospitality, which I assure you was much appreciated by all.

Wishing you every success in your new enterprise, I remain your sincerely,

GIDEON HICKS, Leader.

J. R. DOWNES, Proprietor.

Late of the Cosmopolitan Hotel, Cranbrook.

Beats for hire on Soaneros Lake. Excellent Fishing and Hunting

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The Colonist.

WEDNESDAY, AUGUST 30, 1905.

The Colonist Printing & Publishing Company, Limited Liability.

27 Broad Street, Victoria, B. C.

A. G. SARGISON, Managing Director.

VICTORIANS AT THE PORTLAND FAIR

The Daily Colonist is on sale at News Stands in "The Portland," "The Imperial," and "The Perkins" Hotels, and Rich's News Stands in all Exhibit Buildings, and on the grounds; also at the "American Inn" News Stand.

WATER RIGHTS AND CITY OF VICTORIA.

The more the legal questions involved in the water and foreshore rights discussed in these columns are considered the more complicated do they appear to be and the more evident is it that they will be productive of litigation which must inevitably lead to the judicial committee of the Privy Council for final arbitration. The question for the arbitrators to consider in connection with the rights of the city in respect to the water of Goldstream river, is whether they are prepared to go the length necessary to have these fully determined.

There are certain facts bearing on the question which seem to be perfectly clear and may be regarded as admitted. The differences of opinion which arise, however, are due to their application to a special set of circumstances. These facts and these circumstances have been dealt with by the Colonist; but may again be briefly enumerated here for convenience.

In the first place, by a private Act of the Legislature in 1873 the city of Victoria obtained certain rights to the waters within twenty miles from the city limits for the purposes of a water supply for the waterworks system. These rights were again confirmed in the year 1892, in an Act amending the original Act. In the same year the Esquimalt Water Works Co. came before the Legislature for an amendment to their private Act of 1885, in which power was asked and granted to "divert and appropriate so much of the waters of Goldstream river and tributaries as they may deem suitable and proper." This power was made subject to the rights of Victoria as aforesaid.

This set of facts taken by itself presents a comparatively simple proposition; but it is rendered complex by another set of facts, the effect of which is quite uncertain. As we understand them, the Esquimalt Water Works Co. acquired land for the purpose of developing water power at Goldstream, both from the Crown and the E. & N. Ry. Co. The lands from the Crown were in fee simple with which were conveyed without reservation water and riparian rights. As has been previously pointed out, the Province by the terms of the Settlement Act conveyed to the Dominion 2,000,000 acres of land, as a grant for railway purposes, and the Dominion Government reconveyed the same in identical terms to the E. & N. Ry. Co. in fee simple and without reservation. The land in this case carried with it everything on it, in it and under it, except the precious metals. This necessarily included, and we believe has been judicially held to include, all water and riparian rights.

The question is further complicated by the passing of the Water Clauses Act of 1897, by which all water not then recorded and in use, became vested in the Crown. By virtue of the authority contained in that Act, the Government has been granting water rights over the E. & N. Ry. Co.'s land grant since its passage, so that it has been assumed that the Water Clauses Act applies equally to that portion as to all other portions of the Province.

Looking at the facts of the case, as they appear to exist, the city of Victoria has undoubtedly, under the legislation of 1873, as amended in 1892, the right to take water from Goldstream and also to expropriate land and property. In other words it possesses the power of eminent domain. This power must be exercised subject to certain restrictions. Without attempting to dogmatize in a legal way on the question, it seems to us that the city under its statutory rights, can only take the amount of water it requires for its waterworks system, but not for power or lighting or other purposes, and that the right of expropriation would only exist when it was shown that the city absolutely required the water. The exact language of the statute is: "that may be required." Upon this latter point a great deal will probably turn. It is a common impression among our citizens that by virtue of its rights the city could at any time expropriate property and plant of the Goldstream Water Works Co., bag and baggage, and leave the amount of compensation to be determined by arbitration in the usual way. The special circumstances of the case, however, give to the city at best a very uncertain status in law. Nothing but expensive and protracted litigation can determine that status; and the real problem before the council now is whether it should proceed to the end and determine its rights, or develop and improve its present source

of supply to meet pressing and prospective requirements.

There is, however, another and wider application of the law involved. As we understand it, the Council is depending not only upon its statutory rights contained in the specific legislation of 1873 and 1892, but upon the provisions of the Water Clauses Act of 1897, by which, as has been stated, the unrecorded and unused water of the province was vested in the Crown. The question here arises, "Does the Act in question apply to waters within the E. & N. Ry. grant?" There was an absolute conveyance without reservation as to water, and all decisions on the subject make water an incident of the land, by the Province to the Dominion and there was a re-conveyance unaltered in all particulars to the E. & N. Ry. Co. This is a most important feature of the case—to our minds the kernel of the question. We cannot express the effect of the situation in true legal phraseology, but the water rights in the E. & N. land grant, by virtue of the act of sovereignty as exercised between the Governments—the Province as assignor, and the Dominion as assignee—do not stand in the same relation to the Crown as do other unrecorded waters of the Province—they are not on "all fours" so to speak. The rights of the E. & N. Ry. Co. are absolute to the water, being those of an owner at common law. In other words, the E. & N. Ry. Co. owns the water as much as though it had been all recorded at the time the Water Clauses Act was passed. In effect, by statutory provision, it was recorded. We are not now, it must be understood, discussing academically the theories of rights or wrongs of such ownership from a public policy point of view. We are not for present purposes interested in the political ethics which made such a situation possible. We are dealing with a certain set of circumstances and conditions and facts, which no amount of theorizing can alter. They exist as they are and we have to deal with them. It is in the public interest that they should be discussed and that rights of such moment should be determined at as early a date as possible, because, if not settled, they remain dormant only to be reinforced at a future date.

In view of the wide application of the rights sought to be exercised on either side, of the fact that the provincial government is assuming to administer the Water Clauses Act over the E. & N. Ry. Co.'s grant, that the E. & N. Ry. Co. is vitally interested in the question and that other interests are affected by the water rights acquired from the government, it seems to us that the expense of the litigation involved in this phase of the case should not properly be borne by the city of Victoria or the Esquimalt Water Works Co. alone. Sooner or later, in any event, the question will be fought out between the Government and the E. & N. Ry. Co., and, therefore, they should be party to the litigation in determining the true legal position of affairs. The issue in this case will be the issue for the territory included in the whole 2,000,000 acres of E. & N. Ry. Co. lands, and a stated case can now, by arrangement, be made for submission to the Judicial Committee of the Privy Council, and the city saved a large burden of expense to be entailed by carrying on the fight single-handed. A settlement would also be greatly expedited in this way.

We believe this is a view that will appeal to all concerned, and we hope as a consequence to see it have their careful consideration.

STILL INCUBATING.

The newspaper in this city owned and controlled by Senator Templeman, his personal organ and mouthpiece, in discussing the construction of the G. T. P., says: "The opponents of the Dominion government in the province profess to be in great distress of mind because there is no indication of activity in British Columbia. All in good time. THERE IS NO URGENT DEMAND FOR A RAILWAY IN THE NORTHERN PART OF BRITISH COLUMBIA."

If one were not used to those sudden and inexplicable changes of attitude, which have characterized the Liberal party and press since 1896, we would marvel at such an expression of opinion as is contained in the words to which special attention is called. Prior to the general elections of last fall, the importance and urgency of a railway through Northern British Columbia was the one theme of Liberal orations. It was promised with all expedition. The great benefits to accrue to this province were dwelt upon at extraordinary length. It was the supreme issue, and electors of this province—not one, but hundreds—who never cast a Liberal vote in their lives voted for the party that promised the Grand Trunk Pacific.

We are now told that there are no settlers in the northern interior waiting impatiently for transportation. That is a statement that cannot be justified by the actual facts of the case. Lured by the promises made by Senator Templeman in the name of the Dominion government and echoed in the Liberal press and on the Liberal platform, hundreds have gone into the valleys of the North this year, and without means of transportation, and ten years to wait for a railway they will be obliged to come out again or starve, or find some other means of living than by attempting to farm.

It is, however, unnecessary to call attention to the statements made in a Liberal campaign of less than a year ago. They are still fresh in the mind of every elector, who will not now

relish being jauntily told that the railway will come by and by, in good time, and that anyway there is no particular hurry or need for it. We were going to say that Liberals should blush for party leaders so indifferent as to the fulfillment of solemn promises, deliberately and unblushingly violated; but Liberals of the rank and file have had to swallow so much and blush so often that it requires something of an extraordinary character to create a sensation sufficient to mantle their cheeks.

PEACE WILL REIGN.

Terms of peace have, practically, been arranged between the two belligerent powers, Russia and Japan. This has been brought about by very large concessions on the part of the latter, without which it would have been impossible. The elation of M. Witte over the result is very great, because, in his own opinion, as well as in the opinion of many others, he has accomplished what appeared to be the impossible. If we are to credit statements of his expressions as reported in the Associated Press despatches, he was amazed that his ultimatum was accepted by the Japanese. The world, and in particular the Russian world, will be unkind enough to say that the Japanese yielded because they were afraid to proceed with the war, and that despite their great victories they had reached the end of their resources. While we predicted that they would not recede materially from the demands first made, and while we share the general surprise on account of the concessions they have made, we believe there is quite another view to be taken of the course they finally adopted. It is this, that they have not only been able to teach old and professedly Christian nations something of the art of modern warfare, but they are capable of setting the world an example in Christian forbearance. After they had defeated the Russians in every engagement, captured their fortifications, annihilated their fleets, driven them from Southern Manchuria, and after they had brought their forces to bay and confronted them with an army the greatest in the world's history, in the interests of peace and in the interests of humanity they accepted what the world will be prone to regard as humiliation, rather than press their advantage. They have spared the nations the spectacle of what would have been the bloodiest battle in all time. Not that such forbearance will be properly appreciated by the nations. We are all savages at heart, and inwardly, despite the awful consequences, the nations would like to have seen the issue of the supreme encounter between Oyama and Linvitch, two warriors of the old fighting strain of Alaric the Goth—an issue about which the world will go on speculating for centuries to come.

Although we have not got beyond the possibilities of a renewal of hostilities, peace is now tolerably well assured, and an armistice will probably be arranged. In view of the supreme advantage possessed by Japan over its beaten rival, the action of its government in yielding so much to bring about peace is a greater victory than would have been the utter humiliation of the Russian forces in the final combat of a million men.

The title of the well-known book, "Robbery Under Arms," by Ralph Boldwood, has been cleverly adapted by Mrs. Clarke in an article in the United Service Magazine to "Jobbery Under Arms," as applied to the position of affairs in the Army. She declares that the War Office is completely out of touch with the Army. She alleges that the cause of the shortage of officers "is neither insufficiency of pay nor sufficiency of work, but uncertainty of tenure and the natural repugnance which humanity has to be commanded by ignorance and incapacity." Never, she says, was favoritism so rampant and real qualification so little regarded.

William Allen White refers to Thomas W. Lawson's remedy for existing financial ills as "the stock broker's remedy," and Collier's remarks that "the West rejected it, because its property is not in stocks and bonds, and because the proposal was a moral wrong. As the colored woman who was asked to fly replied: 'You g'wan, niggah, you insultin' me. I let you know I ain't dat kind a lady, and beside, how fur you 'spose me gwine to fly on fob fob?' The West views the financial perils of the day with 'strenuous complacency.' It listens to patent automatic reform propositions, but reveals a disposition to take the next car. Mr. Lawson, as Mr. White condenses it, 'probably left with the impression that he would have ample time to get dressed before the cataclysm which he predicted would arrive.'"

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